



		NTSB ID: LAX96LA070		Aircraft Registration Number: N987FE	
		Occurrence Date: 12/12/1995		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place SACRAMENTO	State CA	Zip Code 95822	Local Time 0530	Time Zone PST	
Airport Proximity: On Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Cessna		Model/Series 208B		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On December 12, 1995, at 0530 hours Pacific standard time, a Cessna 208B, N987FE, owned by Federal Express, tipped over during a taxi back to the ramp area. The aircraft received substantial damage to the left wing and the pilot was not injured. Visual meteorological conditions existed at the time with gusty winds. The aircraft was operated by West Air Industries of Fresno, California, as a 14 CFR Part 135 cargo flight to Oakland, California.</p> <p>The pilot reported that before his planned departure from Sacramento, he checked the weather conditions from his dispatch and ATIS for the flight to Oakland. While getting his clearance, he heard the winds were 24 knots gusting to 27 knots, duplicating the winds from the night before. The pilot departed the general aviation ramp and proceeded to taxi to the runway. He had problems during the taxi and wasn't able to maintain centerline discipline. He decided to return to the ramp and as the aircraft turned to the right past the 90-degree point, the aircraft turned over onto the left wing, also striking the propeller. He shut down the engine, secured the aircraft, and called for the emergency equipment. Subsequent information from the FAA revealed that the wind-measuring gauge in the tower had malfunctioned and indicated 20 knots lower than the actual reported wind.</p>					
FACTUAL REPORT - AVIATION					

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: LAX96LA070				
		Occurrence Date: 12/12/1995				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name SACRAMENTO METRO		Airport ID: SMF	Airport Elevation 50 Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Type Instrument Approach: NONE						
VFR Approach/Landing: None						
Aircraft Information						
Aircraft Manufacturer Cessna		Model/Series 208B		Serial Number 208B0201		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Tricycle						
Homebuilt Aircraft? No		Number of Seats: 2	Certified Max Gross Wt. 8785 LBS	Number of Engines: 1		
Engine Type: Turbo Prop		Engine Manufacturer: P&W	Model/Series: PT6A-114	Rated Power: 600 HP		
- Aircraft Inspection Information						
Type of Last Inspection AAIP		Date of Last Inspection 12/11/1995	Time Since Last Inspection 2 Hours	Airframe Total Time 2841 Hours		
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No		ELT Aided in Locating Accident Site?		
Owner/Operator Information						
Registered Aircraft Owner FEDERAL EXPRESS CORP		Street Address 3101 TCHULAHOMA				
		City MEMPHIS	State TN	Zip Code 38118		
Operator of Aircraft WEST AIR INDUSTRIES		Street Address 5005 E ANDERSEN ST				
		City FRESNO	State CA	Zip Code 93727		
Operator Does Business As: FEDERAL EXPRESS				Operator Designator Code: PCM		
- Type of U.S. Certificate(s) Held: None						
Air Carrier Operating Certificate(s):						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter						
Type of Flight Operation Conducted: Unknown						
<div style="text-align: center;">FACTUAL REPORT - AVIATION</div> <div style="text-align: right;">Page 2</div>						

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First Pilot Information																																																																																						
Name On File			City On File		State On File	Date of Birth On File	Age 41																																																																															
Sex: M	Seat Occupied: Left		Principal Profession: Civilian Pilot			Certificate Number: On File																																																																																
Certificate(s): Airline Transport; Flight Instructor																																																																																						
Airplane Rating(s): Multi-engine Land; Single-engine Land																																																																																						
Rotorcraft/Glider/LTA: None																																																																																						
Instrument Rating(s): Airplane																																																																																						
Instructor Rating(s): Airplane Single-engine																																																																																						
Type Rating/Endorsement for Accident/Incident Aircraft? No					Current Biennial Flight Review?																																																																																	
Medical Cert.: Class 2		Medical Cert. Status: Valid Medical--no waivers/lim.			Date of Last Medical Exam: 11/17/1995																																																																																	
<table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>4300</td> <td>1800</td> <td>3900</td> <td>400</td> <td>400</td> <td>100</td> <td>120</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>4100</td> <td>1800</td> <td>3400</td> <td>450</td> <td>400</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td>400</td> <td>100</td> <td>400</td> <td></td> <td>10</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>144</td> <td>144</td> <td>144</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>48</td> <td>48</td> <td>48</td> <td></td> <td>48</td> <td>5</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>3</td> <td>3</td> <td>3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>								- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	4300	1800	3900	400	400	100	120				Pilot In Command(PIC)	4100	1800	3400	450	400						Instructor	400	100	400		10						Last 90 Days	144	144	144								Last 30 Days	48	48	48		48	5					Last 24 Hours	3	3	3							
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Seatbelt Used? Yes		Shoulder Harness Used? Yes			Toxicology Performed? No		Second Pilot? No																																																																															
Flight Plan/Itinerary																																																																																						
Type of Flight Plan Filed: Company VFR																																																																																						
Departure Point		State			Airport Identifier		Departure Time	Time Zone																																																																														
Same as Accident/Incident Location					SMF		0000																																																																															
Destination		State			Airport Identifier																																																																																	
OAKLAND		CA			OAK																																																																																	
Type of Clearance:																																																																																						
Type of Airspace: Class C																																																																																						
Weather Information																																																																																						
Source of Briefing: Company; TV/Radio Weather																																																																																						
Method of Briefing:																																																																																						

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: LAX96LA070			
		Occurrence Date: 12/12/1995			
		Occurrence Type: Accident			
Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
SMF	0535	PST	0 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Clear				0 Ft. AGL	Condition of Light: Night/Dark
Lowest Ceiling: Overcast			4100 Ft. AGL	Visibility: 10 SM	Altimeter: 29.00 "Hg
Temperature: °C		Dew Point: °C	Wind Direction: 120		Density Altitude: Ft.
Wind Speed: 20		Gusts: 25	Weather Conditions at Accident Site: Visual Conditions		
Visibility (RVR): 0 Ft.		Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown		
Restrictions to Visibility: None					
Type of Precipitation: None					
Accident Information					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				1	1
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	1	1

 <p>National Transportation Safety Board</p> <p>FACTUAL REPORT</p> <p>AVIATION</p>	NTSB ID: LAX96LA070	
	Occurrence Date: 12/12/1995	
	Occurrence Type: Accident	
Administrative Information		
Investigator-In-Charge (IIC) R G. MUCHO		
Additional Persons Participating in This Accident/Incident Investigation: PETE WILHELMSON FAA FSDO-12 SACRAMENTO, CA 95822		
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